

CITY OF NEWTON  
BOARD OF ALDERMEN  
TRAFFIC COUNCIL REPORT  
**SPECIAL DAYTIME MEETING**  
TUESDAY, DECEMBER 9, 2008

Present: David Koses (Chairman), Nina Wang (Assistant Traffic Engineer), Sgt. Norcross (Police Dept.), Ald. Danberg.

**1. Agenda and date for next Traffic Council meeting: January 2009**

The next Traffic Council meeting will be held on Thursday January 22, 2009 starting at 7:00 P.M. Traffic Council discussed the agenda, which will be posted prior to the next meeting.

**2. Residential handicapped parking space guidance**

Traffic Council voted to amend the draft ordinance to include the following: sentence as the first criteria: "In order to apply for a handicapped parking space on a residential street, a household member must have a vehicle with a handicapped placard assigned to a resident at that address". David Koses will contact the Law Department to ensure that the following bullet related to handicapped parking spaces, included on the draft guidance, is correct: "The decision of Traffic Council is final and cannot be appealed". With these conditions, Traffic Council voted to approve the Residential handicapped parking space guidance, which will be attached to the end of the Traffic Parking and Regulations, to become "Traffic Council Policy 2: Residential Handicapped Parking Space Guidance."

**3. TPR Update**

David Koses updated Traffic Council members on the status of the Traffic and Parking Regulations, based on information supplied by Clint Schuckel, City Traffic Engineer. The TPR will be published along with the existing Chapter 19 ordinance to facilitate use by the Police since enforcement documents are now both regulations (site specific) and ordinances (e.g., no parking 5 feet from a driveway). The sequence would be identical to the "old" Chapter 19, as follows.

- City Ordinance 19-1 through 19-82
- Regulations TPR-83 through TPR-98
- City Ordinance 19-99 through 19-144
- Regulations TPR-145 through TPR-149, and so on....

The goal is to make the TPR more user friendly, easy to update, and portable by incorporating table formats, location-based sequence of parking restrictions, and GIS-based maps (e.g., truck exclusions, speed limits, one-way streets, etc.) as possible. The format is modeled on similar documents for other Cities/Towns. Hopefully, frequent users of the document (Police, DPW, Law, Parking Clerk) can provide comments to improve it's usefulness. Reaching this goal is going to take a few more months.

**4. #TC53-08 Ald. Danberg and David Koses, requesting a review of the effectiveness of the existing stop sign at the intersection of Union Street and Beacon Street**

Action: Replace stop sign with a yield sign at intersection of Union St & Beacon St (4-0).

The stop sign located on Union Street at Beacon Street (near the Mobil Station) is ineffective due to the geometry of the intersection. As Union Street motorists typically treat the current stop sign as a yield, Alderman Danberg made a motion to replace the stop sign with a yield sign. All members of Traffic Council agreed.

**5. Stop sign at Herrick Road & Chase Street (Discussion item)**

Alderman Danberg stated that since the stop sign at the bottom of the hill on Herrick Road (northbound) at Chase Street was removed, neighbors have experienced an increase in the speed of traffic. The stop sign was located on the private portion of Herrick Road, owned by Andover Newton Theological Seminary (ANTS). The stop sign at the end of Chase Street has been helpful. Alderman Danberg suggested that the City request approval from ANTS to reinstall the stop sign. David Koses reminded traffic council that the expectation was to measure the speed of traffic after removing the stop sign, to determine whether an additional mitigation was necessary. Traffic Council voted to instruct the Department of Public Works to collect data on the current traffic speed at a location near the intersection.

**6. Other Business/Updates**

Traffic Council discussed a concern regarding difficulty experienced by Mason-Rice schoolchildren and other pedestrians trying to cross Beacon Street near the intersection of Newbury Street. The majority of Traffic Council members agreed that the preferred crossing location is at Lake Street, where a crosswalk is in place, and where a crossing guard is located. Traffic Council members favored continuing to encourage pedestrians to cross Beacon Street at Lake Avenue, and not at Newbury Street. In the future, if funding becomes available for a pedestrian-activated signal, the preferred crossing location is likely to be Lake Avenue, not Newbury Street.

Some discussion revolved around how Traffic Council should take action in situations where posted signs do not match what is “on the books”. Nina Wang cited one example of Ardmore Road, where the TPR reads “Prohibited, both sides, 7:00 a.m. to 9:00 a.m., from Prospect Street to Myrtle St”. The street signs currently in place read: “No Parking 9:00 a.m. to 11:00 a.m. Ms Wang recalls that the street signs are correct, and are what was decided several years ago, but these changes never made it into the ordinance (and subsequently are not correct in the TPR). There are many examples of this type of situation across the City. It was determined that Chairman Koses would discuss this situation with the Law Department, and determine when action related to these types of conflicts can be handled administratively, without requiring public notice and night meetings.

Respectfully submitted,  
David Koses, Traffic Council Chair